

WON'T YOU HELP?
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THE Southern Pacific
PACIFIC LINES

Bulletin
OCTOBER 1958

MANAGEMENT'S REPORT TO YOU

ELIMINATION of the 932-foot trestle at Scotia Bluff along the Eel River on our Northwestern Pacific is near completion. The project involved removing some 90,000 cubic yards of sandstone material from an almost vertical bluff. The line change will be about 1200 feet long and will eliminate the heavy maintenance on the trestle and a hazardous condition which existed along this bluff.

FIRE PATROLMEN in the Cascades, between Eugene and Crescent Lake, are using the new partially transistorized 18-lb. packset radios for reporting fires direct to the chief train dispatcher at Eugene. This long distance portable-to-terminal radio coverage is accomplished through radio repeater (booster) stations at Hampton and Abernathy.

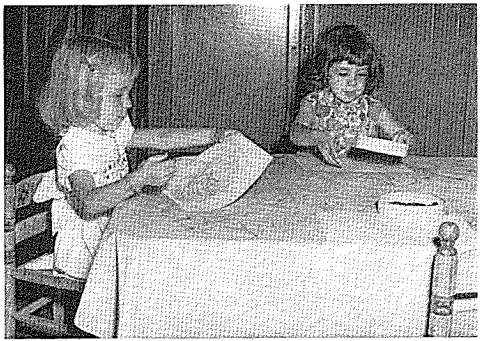
FREIGHT LOSS AND DAMAGE claim charges for the month of July were the lowest since February of 1956. It is hoped that this trend will continue so that the year's performance will effect an improvement over last year when freight claim expense amounted to $5,814,654.

TESTING with radioactive piston rings to study the effects of various factors influencing piston ring wear in diesel locomotives has continued at our Bayshore Shops since January of this year. The program to date has evaluated such factors as engine speed, engine power settings, fuel type, both distillate and residual, air cleaner designs and unused lubricating oils. A total of three sets of activated rings have been used and arrangements has been made for further processing of rings in nuclear reactors so that the program can continue.



NEW WAYSIDE RADIO STATIONS are scheduled to be installed at Alamogordo, Vaughn, Corona, Anapra, Separ, Santa Rosa and Orogrande on the Rio Grande Division, and at Gila, Picacho and Bowie on the Tucson Division.

"We Saw . . .



and We Gave . . ."

(Editor's note: This article was written by a Southern Pacific employe who visited some of the United Crusade Agencies in San Francisco.)

MIKE walked up to my desk. "It's United Crusade time again," he said, handing me some literature on the annual charitable fund raising drive.

He knew he didn't have to give me a sales pitch. Each year I automatically signed up to give through the payroll deduction plan. Why? Well, I guess I just thought it was the right thing to do.

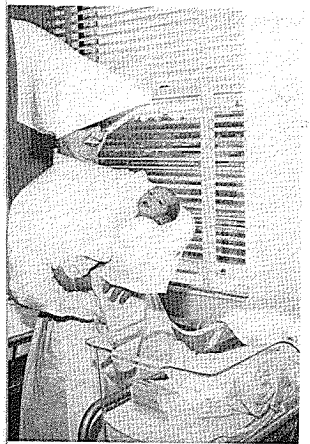
After Mike left I started to fill out the payroll deduction card. I thought I should try to give a few dollars more this year. But then I remembered Bev had said last night that she'd sure like to paint the living room and get some new furniture.

I began leafing through the material Mike left. One of the booklets listed all the agencies being helped by volunteer contributions.

Why not take a look at some of them, I thought, and see just where all those dollars go.

That night after dinner I said to Bev, "Say, Hon, you know the United Crusade drive is starting again. . . ."

"Yes I know," she broke in, "they showed a film on it down at the store this morning. I suppose



Unwed mothers and their babies are given medical care at hospitals which receive support from charitable contributions.

I should give something again this year."

"Well, Bev, you know that literature they pass out? One of the booklets lists the various agencies that are helped by contributions. I thought maybe since we both have tomorrow off it would be interesting to visit a few of them and see for ourselves what's being done."

"I was planning on having my hair done in the afternoon," she said, "but I guess we could go in the morning."

Bev and I did go that following morning. And I'd like to tell you something about what we saw.

Our first stop was at a day nursery located in a crowded low-income section of the city. Here we met Sarah, a healthy four-year-old girl with raven hair and sparkling brown eyes.

Her pixie smile gave no hint of the recent tragedy which her family had suffered. The nursery director told us about it. Sarah's mother died giving birth to twin boys. Her father was faced with the problem of taking care of Sarah and her infant brothers and trying to earn a living for them.

Contributions Help

He found a family to board the babies with and the nursery made it possible for him to leave Sarah in good hands during the day while he worked. He paid what he could toward her care but it wasn't enough. That's where the United Crusade contributions come in, the director told us.

Sarah was only one of 35 children we saw. Many of them came from broken families. In fact, only about a third of the group had their fathers living at home.

As we left the nursery and were driving to Children's Hospital, Bev said, "It scares me to think what would become of those children if there weren't nurseries like that."

I felt the same way.

When we drove up in front of the hospital we noticed the small sign above the entry way to the Cerebral Palsy Pre-school Nursery: A United Crusade Agency.

The scene inside was heart breaking. Here were little fellows and gals 2 and 3 years old, some with braces on and others who had no control over their little arms and legs. But they were being helped. Therapists were gently bending their little bodies in exercise. The mothers, anxious and hopeful, watched as their handicapped children received treatment from the trained experts.

I saw tears coming into Bev's eyes so I thanked the nurse and we left.

The next United Crusade Agency we visited was a hospital for the aged. The lonely old folks, many of them without any relatives, were anxious to talk with us. We looked into the physical therapy department where the oldsters were taking exercises to limber their stiffened limbs. Some, convalescing from falls and accidents, were learning to walk again. And in occupational therapy, trained instructors were teaching handiwork and crafts, making the days more interesting for the aged patients.

Others were wheeled out into the garden to enjoy the sunshine and flowers. The patients, we found out, pay what they can toward their care but it's not enough to maintain the hospital. United Crusade contributions help to make up the balance.

We would have liked to visit a teenage center, and others of the over 250 agencies in our area which are helped by the United Crusade.

Now We Know

But just seeing what was going on in the three places we did visit left no doubt in our mind about what use our dollars were being put to.

As Bev said, "It sure makes a difference now."

And it does make a difference. After you see the good that's being done, there's an added significance to filling out that pay roll deduction order.

The agencies we toured were in San Francisco, our home town. But wherever you live, in Portland, Phoenix, El Paso or anywhere along our lines, there are similar agencies serving your community.

If there is any doubt in your mind about giving to your local charitable fund raising drive, or if you wonder what the money is actually used for, I suggest you do as my wife and I did. Visit the agencies in your community and see for yourself how important your contribution is.

In hospitals for the aged, patients receive physical therapy treatments from skilled and cheerful attendants. And through occupational therapy they learn crafts and hobbies to occupy their time.



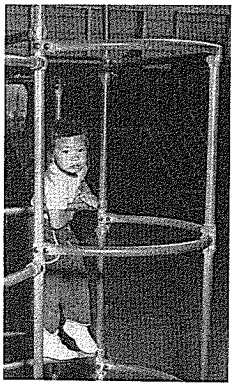
SP Folks Volunteer As Drive Chairmen

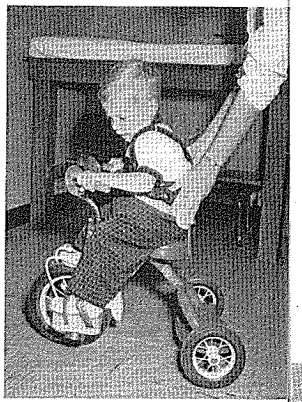
ALONG SP lines charitable fund raising drives are getting into full swing. And again this year as in the past, a number of our people have volunteered to serve as chairmen for their local SP campaigns.

In Southern California, SP and its affiliates hope to equal or exceed last year's pledge of $92,604. **H. B. Atwood**, assistant public relations manager, is serving as general chairman for the area.

Other employes in Southern California who are engaged in additional charity drives and activities include: **P. D. Robinson,** superintendent, LA Division, who is a director of the Los Angeles County Heart Association; **H. C. Hall,** ADF &PA, as a member board of directors, Pomona Red Cross; **W. E. Hokenson,** ADF&PA as division chairman, Los Angeles Community Chest; **C. W. McGann,** ADF&PA, Santa Barbara Community Chest; **G. K. Moran,** ADF&PA, chairman, small business division, Santa Ana-Tustin Community Chest; and **R. C. Platt,** asst. editor, PE, is serving on the Public Relations committee for LA Country Tuberculosis & Health Association.

A PLACE TO PLAY





TREATMENT AT CLINICS

Heading the SP drive in Portland are **K. Perrin,** assistant trainmaster and **A. C. Brewer,** assistant road foreman of engines. **George West,** chief clerk, passenger traffic and public relations office, is serving as chairman of Transportation Group A in United Fund, which covers 53 railroad offices.

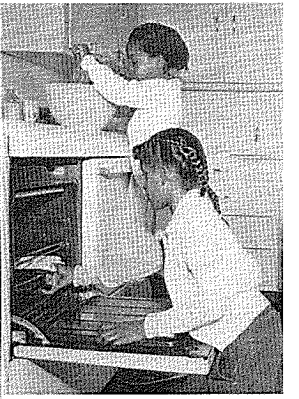
In Salem, Freight Agent **R. C. McCormick,** is chairman for the SP drive and in Albany the chairman is Agent **D. R. Rich.**

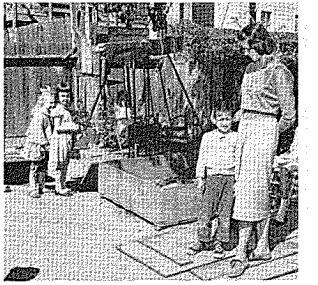
SP campaign chairman in Eugene is **K. E. Gwinn,** trainmaster. In Roseburg Trainmaster **T. W. Bernard** is heading the drive.

K. B. Brunken, agent, Grants Pass and **L. C. Ostrander,** agent, Ashland, are serving as chairman in their respective communities.

Trainmaster **G. M. Joyce** is chairman for the SP drive in Medford. **R. H. Holmes,** DF&PA, is serving as a member of the Industrial Division United Fund in Medford.

RECREATIONAL CENTERS





SUPERVISED ACTIVITIES

In San Jose, where a goal of $6,000 has been set for United Givers, **Carl F. Fleishman,** freight agent, is honorary chairman and **Alfred E. Alquist,** yardmaster, is serving as chairman of the SP campaign. SP employes serving on the general United Givers Drive in San Jose are **J. J. McDonough,** ADF&PA; **Ray E. Clawson,** TF& PA; and **Robert T. Bryant,** city freight and passenger agent.

More Volunteers

The following men or their representatives will serve on SP drives in their communities: **G. A. Thomas,** DFA, Fresno; **V. M. Richardson,** DFA, Sacramento; **A. H. Anderson,** DFA, Bakersfield; **J. H. Mahan,** DF&PA, Reno; **A. G. Kusler,** DF&PA, Klamath Falls; **T. E. Hewitt,** GA, Salt Lake City, and **L. S. Stitt,** DF&PA, Stockton.

Under the leadership of Chairman **L. E. Butler,** roundhouse foreman, plans for the SP drive in the Santa Cruz-Monterey Bay



DAY NURSERIES WHERE CHILDREN LEARN FELLOWSHIP

area were worked out at a dinner held September 17 at Watsonville.

Fund drives in the Southwest started with a "Kickoff" breakfast September 17 in Phoenix. **Joe P. Brong**, traffic and sales representative for PMT at Phoenix, is general chairman. This makes Joe's fourth year as a successful campaign leader. The prized long-necked oil can salvaged from a retired steam locomotive is awarded to the SP unit which makes the best collection record in Phoenix.

George Howell, assistant chief clerk in the superintendent's office, is serving as chairman in Tucson. **Leroy Magers**, who retired last February from the superintendent's office, is serving as a full time volunteer in the Tucson United Fund Headquarters.

In Yuma the drive began early this month. The chairman had not been named when the *Bulletin* went to press.

A breakfast meeting set off the SP campaign in El Paso where R. L. Barnum, chief crew dispatcher, will serve as chairman and Conductor Jack W. Donnelly as co-chairman.

Trainmaster **Ralph Currier** will head the Southern Pacific Campaign at Tucumcari.

The Oakland Area Crusade drive for SP employes is headed by Assistant Superintendent **D. K. Miller**. Vice-chairman is **L. E. Renner**, district passenger traffic-public relations manager.

In San Francisco, **John Malarkey**, safety supervisor, is again serving as general chairman of the United Bay Area Crusade for Southern Pacific. Assisting him this year is **Dick Healy**, chief mail accountant.

Limitation of space prevents mention of the many others who are helping. But a successful drive is assured if each of us contributes something to make the community we live in a better one.

Air Conditioning Expert Retires After 41 Years

YOU know the old saying—"Everybody talks about the weather, but nobody does anything about it." Well, Maynard Forstell and his *compadres* have been doing something about it for years.

Until his retirement September 30 Maynard's title was supervisor of air conditioning and lighting, northern district, and it was incumbent upon him to see that our passengers were comfortable—that the car temperatures were kept at a level pleasing to all. (Maynard might be called a "fair weather friend.")

And on Southern Pacific Lines, this is a real challenge. Our trains run the weather gamut—from below zero to above 100; through sand storms, gales, blizzards and torrential rains.

Prior to the blessed invention of air conditioning, transcontinental travel was tough. On a hot day, perspiring train passengers sat miserably fanning themselves in futile attempts to get cool.

But now—Is the sun hot enough outside to melt metal? No mind. Our passengers aboard the *Sunset Limited* are cucumber cool as the train streaks across the arid desert.

Patrons sit aboard our *City of San Francisco* in shirt - sleeved comfort and enjoy the beauty of winter's snow outside their windows, high in the Sierra Nevada.

All thanks to air conditioning.

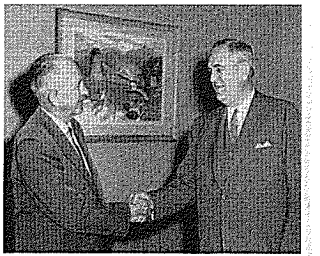
Maynard Forstell has been a pioneer in the fascinating field of air conditioning. He joined SP as an electrician at West Oakland in 1917. In 1932 he was assigned to the repair and service of fourteen air conditioned passenger cars—the first in our service.

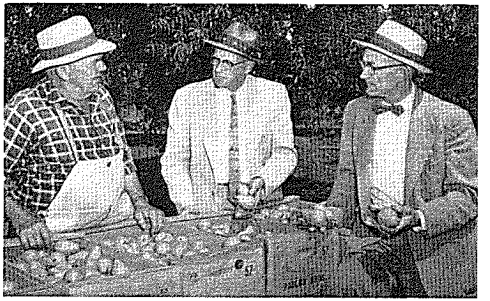
By 1936 SP had the largest fleet of air conditioned passengers cars in the West and Southwest.

Maynard was transferred to the General Office as supervisor of air conditioning and lighting in 1936, and in 1943 moved to Sacramento in the same capacity.

Now after 41 years with SP, Maynard has retired. His plans include a more active pursuit of his hobbies: wood-working and tinkering with motor cars. And now he can catch up on his fishing and hunting. He enjoys hunting for deer, quail and doves. But not for ducks. "It's too cold out there in the morning," he smiles, "and those blinds are not equipped with air conditioning."

Maynard Forstell, left, receives congratulations from President D. J. Russell on his completion of long service.





Discussing this year's crop with an orchard foreman are Trainmaster George Joyce, center, and Agent B. C. Stevens, right, both with headquarters at Medford.

Rogue River Valley: Pear Center of USA

AH, PEARS! The kings of ancient Persia (notorious gourmets) valued them. Indeed, they regarded the golden flesh of a pear as a rare delicacy, to be enjoyed only by those with royal blood in their veins. Pears were not for the masses.

But today, centuries later, we commoners can eat pears to our heart's content—limited only by our capacity and our finances.

And, thanks to the march of horticultural science, the modern pears are much tastier and more plentiful than in those bygone days when Persian poets wrote lyrical songs about them.

We of Southern Pacific are particularly interested in this delicious fruit because much of it is grown in the territories we serve.

For example, Rogue River Valley in Oregon, has the highest concentration of pear orchards in the

A good pear picker averages between 130 and 150 boxes a day.





Scene of orderly confusion is bustling pear packing plant near the heart of Medford.

entire country—more than 10,000 acres.

The rich volcanic-ash soil found in the principal pear growing districts of the Pacific Coast provides the finest type of tree food for pear production. Warm sunshine and cooling breezes from snow-capped mountain ranges join with soil excellence in making the coastal states of Washington, Oregon and California ideal for the development of top quality fresh winter pears.

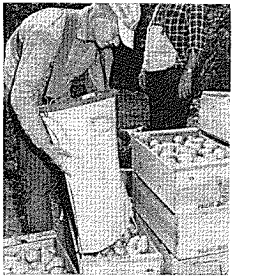
Orchards are cultivated from five to nine times a year in order to keep them free from weeds and to conserve moisture. Spraying from three to eight times annually is essential to protect the trees and fruit against insects and disease.

Fresh pears, together with apples, come to the fore during fall and winter months, as the fruits most enjoyable for out-of-hand eating and most versatile for cooking and baking.

Our people cooperate with the pear farmers and the pear brokers in order to place pears in the hands of consumers at the best eating time.

Among the many varieties of fall and winter pears that are grown in the Rogue River Valley, these

After he fills his bag, the picker empties fruit into box.



four are the commercial leaders:

(1) Bosc—Distinguished by its symmetrical body and long tapering neck, this russet colored pear is tender, buttery, and sugar-sweet. Best eaten from September into January.

(2) Anjou — Either green or creamy yellow in color when ripe, this pear is very juicy and has a spicy flavor. Best eaten from October into April.

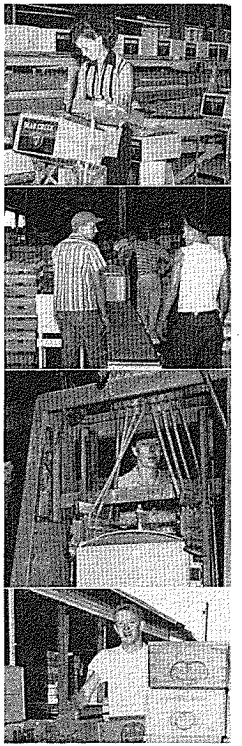
(3) Comice—Considered by connoisseurs as the perfect pear for salads, gifts, and fresh eating. Celebrated for its size, fragrance, and flavor. (Grown only in southern Oregon and in a little village near Paris, France.) Like the Anjou, the Comice may also be green or yellow in color when ripe. Best for eating from October to February.

(4) Nelis—A russet pear, very sweet, tender, and luscious. Appreciated for its dessert and culinary qualities. Best eating time is January to June.

Pears are always picked from the trees before they are ripe because scientists have found that pears ripen best if they are picked green and are allowed to ripen off the tree.

How can you tell if a pear is ripe enough to be eaten? Hold the pear gently in the palm of your hand. If the pear responds to slight pressure in the manner that a ripe peach does, it is ready to eat, regardless of color.

A standard system of pressure tests is used in telling when to harvest the pears so that they will eventually ripen to their characteristic fine quality.

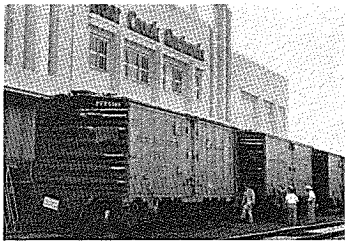


There's no time for loafing in busy pear packing plants these days. It's the height of the season!

Pickers equipped with specially-made ladders remove the pears from the trees with a slight pressure of the forefinger against the stem. The fruit is then placed gently in canvas picking bags from which it is carefully emptied into field boxes, for transporting to the packing houses.

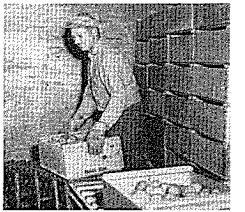
In packing warehouses, the pears are washed in pure, cold water to remove all orchard dust, sorted for size, graded and wrapped individually in tissue paper which helps preserve quality and prevents bruising.

After the pears are wrapped, they are packed in boxes and placed immediately in cold storage to hold their "tree-freshness" until shipment to market—most of the time in Pacific Fruit Express reefer cars.



On spur track adjacent to modern Medford packing plant, our cars sit, waiting to be loaded and sent on the way. Now that fall and winter approach on winged feet, pears will be more and more plentiful on the nation's markets.

INTO PFE REEFERS THEY GO!



Chief Justice Recalls Jobs With Our Railroad

WHEN U. S. Supreme Court Chief Justice Earl Warren attended his high school reunion in Fresno last month, he reminisced about his jobs with our company.

Talking to Clerk Kenny Armistead and Custodian Clyde Fleming, the Chief Justice recalled that many a time he had rousted a sleepy brakeman out of bed at the hotel across the street from our tracks.

Warren's father was a master car repairer for us at Bakersfield. This might have had something to do with young Warren's choice of school-vacation employment. From 1907 to 1913, during his vacations, he worked for us as a caller, road-master's clerk, car builder and air brake repairer.



YOU'RE THE ONES who make our railroad what it is today.

We'd like Southern Pacific to be the cleanest, safest and most efficient railroad in the country. With your help, we can be.

Beginning November 1, we are initiating a Good Housekeeping campaign, in which we all shall share.

Here's how you can help:

Think of your work area as you think of your own home. Keep things neat and tidy about you.

Wait! Don't throw that empty gum wrapper in the corner near your work bench. If you do, someone might come along, notice the gum wrapper, and idly toss a crumpled cigarette package next to it . . . and then someone might throw an emptied milk carton in the same place—and before you know it, you have a three-foot rubbish pile staring you in the face.

While on the job, look about you with "new" eyes. See that twisted piece of wire sticking out of the wall? It's been there so long you've gotten used to it, and automatically you duck under the wire when you go past. Now, while you think about it, use a pair of pliers to remove that wire. (Ah, ah . . . don't toss it aside. Carry the wire to the nearest trash can. Good man.)

"All very well," you say, "but what about that big ugly oil stain on the floor there? I'm not going to get on my hands and knees with soap and water to scrub it." Well, no, we don't expect you to. When you see something of a size or shape or content too difficult for you to handle, just report it to your supervisor. He'll see what can be done about it.

Each unit of the railroad has its own special problems, but if we all think in terms of **Neatness** and **Efficient Order,** we're well on our way to success with our Good Housekeeping campaign.

Committees are now being formed to implement this safety program which will be carried on the next several months in all units and departments of our railroad, under the general direction of M. A. Nugent, superintendent of safety.

Posters and new awards have been designed and are ready for distribution.

All together now, gang—let's set up good housekeeping!

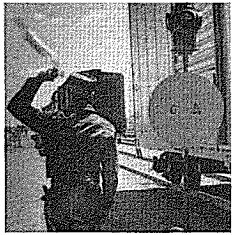
(And now if you turn the page, you will have the privilege of reading several timely verses regarding SAFETY, as penned by a bard of the safety department.)



S *is for Steno;*
she's right on the ball;
she keeps the floors clear
so no one will fall.

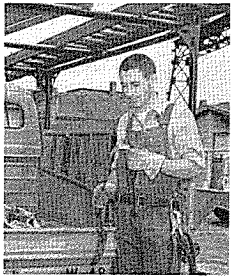
A *is for Agent;*
his station's so smart
it earned an award
which is dear to his heart.

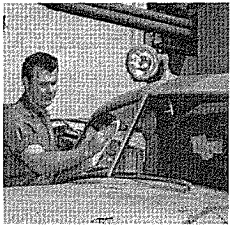




F *is for Foreman*
he's proud of his crew;
he knows they work safely
in all that they do.

E *is for Electrician;*
he's ever alert
to check all his tools
and never get hurt.





T *is for Truck driver;*
when he starts up his truck
he checks windshield and brakes;
leaves nothing to luck.

Y *is for Yardman;*
when the toe path is clear
he can step off a car
with nothing to fear.



MR. PULOS WRITES A LETTER

The following letter was written by Steve Pulos, section foreman at Mojave, to W. H. Ferguson, superintendent of the San Joaquin Division. We think you'll enjoy reading excerpts from it.

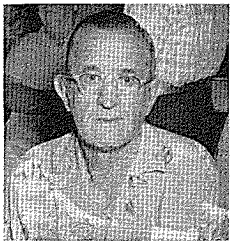
"Dear Sir:

"Having reached the age of 68 years and age of retirement, and having been employed by the Southern Pacific Company as a section foreman for 42 years, it is requested that I be placed on the retirement list as of August 31, 1958.

"I had looked forward to the time that I could write this letter requesting retirement with much pleasure, but now that the day is here, I find that it is with much regret.

"My employment with the Southern Pacific Company has been one of pleasant association and a good living. Of course, there have been hard times but they eventually straightened themselves out. It has permitted me, a poor Greek emigrant, with only a second grade education, to become a foreman and to associate with men of prominence and high caliber on an equal basis. In no other place but this great country of ours could this have happened.

"I met my wife, Petra, in 1920. Although wages were not very high, we married and started raising a family. We have been blessed with seven fine boys and two girls. Each of the boys has been in the military service and one of them is still in. One of the boys gave his life during the invasion of France. His body was returned to the United States and is now buried in the cemetery here in Mojave.



STEVE PULOS

"It had been my wish that all my boys would find employment with the Southern Pacific Company and all have, except one. . . . At the present time, four are still employed. Pablo, George and Chris in yard service and David, who is in the Air Force, on leave from the Baggage Room.

"Yes, the Southern Pacific Company has been good to me, and leaving it is with much reluctance; it was not only my work, but it was also my hobby. In leaving it I know that I shall miss the railroad more than the railroad will miss me. So thank you all for being so nice to me.

Sincerely,
STEVE PULOS."

J. A. Ormandy, retired general passenger agent-northern district, died September 14 at Portland, Oregon.

He joined SP as a clerk at Portland in 1908 and advanced through various positions to become general passenger agent in 1928.

H. C. McCleer Retires After 52 Years



H. C. McCLEER

HENRY C. McCLEER, assistant general auditor at San Francisco since September 1935 retired last month.

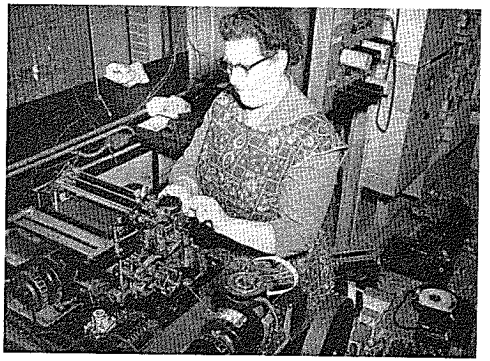
His 52 years of service with Southern Pacific Company began in October 1906 when he started as a clerk in the Chief Train Agent's Office.

In February 1909 he became a clerk in the Accounting Department's Outside Companies Bureau. Prior to his appointment as assistant general auditor he served as accountant, chief clerk and auditor of miscellaneous accounts.

A half century of railroading ended for Joseph E. Snell, ticket agent at Tucson, when he retired last month. He served 40 years on the Tucson Division, where he started as a clerk in the Maricopa office. When our new line was built to Phoenix he was transferred to the Tucson Depot. He was a ticket agent for 32 years.

THE CHAMPIONS. Southern Pacific Mainliner Bowling Club displays the trophies it won during recent championship competition. The club is made up of conductors on the Coast Division. Pictured left to right: (front row) C. Slick, A. Stringasser, J. Kadluboski; (back row) R. J. Petric, J. Mullins, Bob Ryder, K. Starback.





Mildred Thompson . . . Woman Wire Chief

As she repaired a model 15 teletype, which has nearly 5,000 different parts, she looked up and said, "You know, I never thought about myself as being mechanically inclined."

The modest lady speaking was Mildred Thompson, woman wire chief. To her, an oscillator or decibel meter is as familiar as an ironing board is to most women. And while other women are enjoying the latest issue of a popular household magazine, Mildred will probably be found reading a copy of "Electronics and Communications".

It isn't easy to become a wire chief.

One must have a clear understanding of the fundamentals and principles of magnetism, electricity, operation of vacuum tubes, mechanical construction and operation of all apparatus and circuits used in testing, and be fully qualified to repair and maintain all automatic communications equipment.

Mildred learned about these wonders of electronics through a correspondence course which was written and administered by our own Communications Department. She completed the course in just five months.

Mildred's mother was a school teacher. This might explain her aptness for learning. In fact, when she was still of pre-school age she dropped in at the local school for a visit and decided she liked it. She kept going back every day and ended up completing the first grade!

She finished her high school work in three years and received her diploma at the age of 16. Her efforts were rewarded by a scholarship to Western State College in Colorado but the family moved to Portland, Oregon, and she wasn't able to use it.

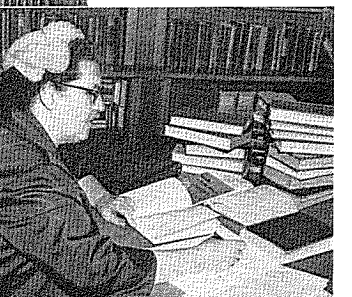
Mildred was faced with the awkward problem of having completed school and not being old enough to go to work. However, when she reached 18 years of age she was initiated into the communications field as a Western Union operator.

On "Extra Board"

Mildred worked for us during World War II and entered SP service for the second time in 1956. Now assigned to the "extra board" on the Coast Division, she is also available to help out in the Communications Department in San Francisco.

This jolly brunette with the electronics "know how" has been involved in a couple of Southern Pacific "firsts". She was the first woman to serve as wire chief in our communications headquarters in San Francisco and was also the only woman to serve as manager of the department while the regu-





Mildred's favorite hangout: The nearest library. Her favorite hobby: Studying. . . . Any subject is fine; she's interested in everything.

lar manager was on vacation.

Mildred is just as handy with a sewing machine as she is with a voltmeter. She makes most of her own clothes and though she tries to stick to a pattern, she always ends up adding some original "Thompson" touches to the garments.

Originality

A few years back Mildred's desire for originality caused her considerable loss of sleep. She spent restless nights trying to figure out an intricate design for a bedspread, using two colors of thread. Then late one night it suddenly came to her, just how she would make the design.

After many days of tedious hand work the spread was completed. The following day she happened to pick up a book in the library and there was the design she had spent so many hours trying to create—the Norwegians had been doing it for 100 years! But original or not, the bedspread took a first prize at the Oregon State Fair and was entered in National competition.

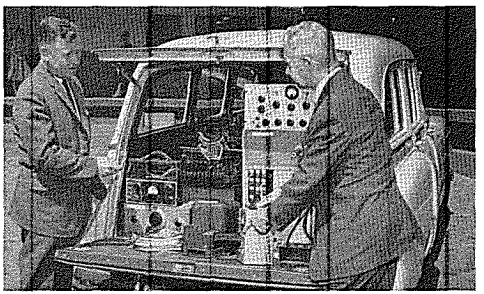
Mildred's favorite hobby is reading. She's interested in everything! This is apparent from the library in her San Francisco cottage where she has books covering subjects from Grand Opera to Hypnotism.

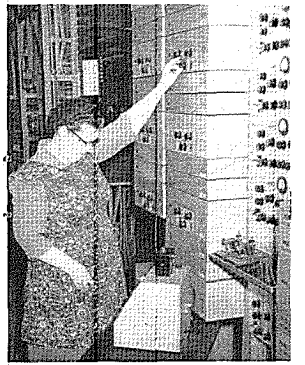
Sports interest her, too. She attended quite a few Giants' baseball games with her husband Herb and rooted for her home team even during those unhappy days toward the last of the season when the Giants' league standing began to slip a little.

Likes Concerts

She would like to take in some of the plays and concerts which come to San Francisco but working the "extra board" she never knows when she'll be on duty. And, too, being on the "extra board" means she may get a call to report for

John Clyde, right, and Milton Kelly check over equipment in the communications training station wagon before going to visit their students along SP lines.





Mildred checks teletype carrier channels with a bias and distortion meter.

work in a matter of hours. But Mildred doesn't mind these inconveniences as long as she's working in the fascinating field of communications.

She has three counterparts along our Pacific Lines who are members of the small fraternity of women wire chiefs: Mary Lovell, Coast Division; Leah Rosenfeld, Los Angeles Division; and Emogene Robinson, Salt Lake Division. Both Mary and Leah also took their training by correspondence under the guidance of John Clyde, assistant district communications supervisor, and his assistant, Milton Kelly.

To aid the students in their long-distance schooling, our Communications Department has a station wagon fitted with the complex equipment with which the students will be working when they qualify as wire chiefs.

Either John or Milton try to visit their enrollees at least every 90 days to allow them practical experience with the machines and help them with any problems they might have.

Ten women are currently enrolled in the wire chief's correspondence course. It appears then that in the future the "apron set" will be well represented on our communications staff.

Couple On Desert Saved By SP Crew

AN elderly couple was saved from possible death by the crew of an SP freight train in the waterless wastes of the Mojave desert last month.

Mr. and Mrs. Jack Peshak's car was bogged down in sand when they attempted to turn it around, on a seldom used road between Randsburg and Searles. Their companion, Earl Robb, left the car to look for help, but the forced march six miles across the desert caused his death.

The Peshaks remained with their car 48 hours, seeking shelter from the sun and 110-degree heat under an SP trestle.

Rescue came when the crew of one of our freight trains, running between Mojave and Lone Pine, spotted the new car beside the track.

Conductor Henry Oswald and Fireman Henry Miller, both of Mojave, gave the couple water and helped get their automobile out of the sand and back on the road.

Readers? We've Got 'Em!



ONCE in a while during the past months we'd sit in our *Bulletin* office on the second floor of the General Office in San Francisco, look at the blank sheet of paper in our typewriter, and ask ourselves the searching question, "Are people *reading* the *Bulletin*?"

We were pretty sure you were—but you know how self doubts plague you on certain blue Mondays.

Then several weeks ago we updated our "outside" mailing list. We sent out post cards to over 13,000 of you non-employes (rail fans, pensioners, shippers, etc.) and asked if you wished to remain on the *Bulletin* mailing list.

Indeed you did. Now we *know* we've got readers out there in television land.

Many of you added comments on your return post cards which warmed the very cockles of our hearts.

To quote a few of your remarks . . .

"This little magazine sure gives a lot of news which we would not know anything about otherwise." —D. Roulston, Oakland.

"One of the best company magazines that comes to our desk. And best of the railroad magazines."—Douglass Welch, *Post-Intelligencer*, Seattle.

"To not receive the *Bulletin* would be like losing an old friend." —L. A. Bennett, San Leandro, Calif.

"Best publication of any railroad —well balanced."—Warren Quon, Los Angeles.

"I enjoy the down-to-earth items on places and people. I can almost imagine being in the caboose enjoying the trip." — Ed Tracy, Inglewood, Calif.

"I find it most interesting in its descriptions of the SP, its trains, land and employees."—L. Lawrence, Amherst, New Hampshire.

"As an instructor of transportation, this magazine helps keep me up to date on operations of SP."—J. A. MacIntosh, New York City Community College.

"Very good publication. It covers the entire road." — L. Froelich, Cleveland.

"Keeps SP in mind!"—C. C. Hibbard, Kingan & Co., Indianapolis.

"This magazine is one of the finest I have ever read."—Helen Robertson, Norwood, Ohio.

"I am 76, don't get out much. I count the days until the magazine arrives."—Daniel Maye, Tucson.

"Very fine. All the employees here read it through." — H. S. Buice, Southern Railway System, Chattanooga, Tenn.

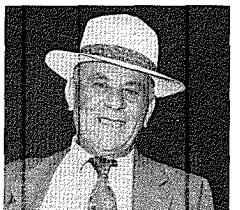
"One of the best of employee magazines in the School of Journalism reading room. It has been improving steadily." — Louisiana State University.

"My youngsters have used it for school work in compiling geographical papers."—J. P. Conway, New York.

And so on . . . So many thousands of you wrote to us that we couldn't possibly print all your comments here, of course.

But we do want to say thanks, thanks very much, for letting us know how you feel about the *Bulletin*.

HAPPY RETIREMENT is wished for J. C. Disano, roundhouse foreman at Sacramento, who closed his career recently after serving our company more than 49 years.



Sabotage!

WITH the careful planning and timing of a "cloak and dagger" operation they began working on their objective—SP communications.

Their target: A cable box located at Goleta, just outside Santa Barbara on the Coast route. The black-hearted villains worked at their dastardly deed with the precision of experienced saboteurs.

They soon surrounded all line protection blocks, causing disturbances in the SP train dispatcher's circuit. But their deed was not completed. They continued their foul work until they had knocked out 12 Los Angeles-San Francisco repeating dial tie lines and 18 carrier telegraph channels.

But their greediness to remove the tar from the blocks and reach the delicious beeswax coil covering caused their doom.

They hit live wires. Mass electrocution took place. They fell to the ground, executed for their premeditated attack on communications.

The enemy? Thousands of black ants.

George Moss, assistant superintendent of communications, reports that a can of ant powder has been carefully dusted in the area to prevent future sabotage.

W. T. Plummer, district passenger and public relations representative, Fresno, retired after working more than 45 years with Southern Pacific.

Mrs. Scott Wondered . . .

The Case of the Telltale Ticking

ROSEMARY SCOTT, wife of James Scott, our freight agent at Richmond, got quite a scare the other evening. As a matter of fact the entire neighborhood where the Scotts live in Lafayette, California, got a scare.

The excitement started when Rosemary returned from a picnic. She saw a peculiar looking orange colored metal box in the garage. The frightening part of it all was she also **heard** the box. It made a loud ticking noise.

Rosemary called the Sheriff's office. The call brought two sheriff's cars, a fire engine, reporters and photographers scurrying to the scene. Minutes later three trained Navy demolition experts arrived from Port Chicago.

While all the commotion was going on James was attending an Army Reserve meeting and wasn't due home until 11 p.m.

Houses on both sides of the Scotts were evacuated as the demolition team began the nerve wracking job of removing the box from the garage. They tied a rope to it and pulled, but the jarring didn't set it off. Next they attached a pulley to the box and lifted it. Still no explosion.

So the demolition crew decided to open it. They did. But it didn't blow up.

About this time James came home.

"Oh, that thing," he exclaimed, and went on to explain that it was a register which measures the impact on freight cars.

Why was it in the garage? Well, Scott needed it to install in a box car early the following morning so Jimmy Barker, freight inspector from our specialized operations department, had dropped it by on his way home from San Francisco.

Now everything's back to normal again in the Scott's neighborhood and Rosemary is still trying hard to forget the episode of the little orange box.

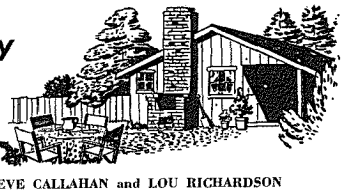


TONA PREWITT, personal record clerk, was recently elected president of the Railway Business Women's Association of El Paso.



THIS IS ELAINE TAYLOR, Ogden stenographer, who left October 1 for Hong Kong to serve two years as a missionary for the Latter Day Saints (Mormon) Church. We wish her well.

SP Family at Home



By **GENEVIEVE CALLAHAN and LOU RICHARDSON**
Nationally known writers and consultants on foods

IN our big SP Family you'll find men and women of just about every nationality. And every one of those nationalities has its own ideas about eating.

That's why we thought it would be fun to explore a few "foreign-type" recipes, and fit them into our modern American ways of cooking.

Take Pizza, for example. Pizza comes from Italy, of course, but it has become as American—and just about as popular—as hamburgers! Here's the quick, new way that Betty Crocker does them.

BETTY CROCKER PIZZA

First measure ¾ cup warm (not hot) water into a bowl; stir in 1 pkg. active dry yeast. When yeast is dissolved, add 2½ cups Bisquick, and beat vigorously. Turn the dough onto board well dusted with Bisquick. Knead just until smooth —about 20 times. Divide the dough into 4 pieces. Roll each piece very thin into a circle about 10" in diameter. Place on ungreased baking sheets or in pizza pans or shallow pie pans. Turn on oven to heat to 425° (hot) while you top the pizzas.

FOR THE TOPPING

There are any number of combinations that make for good pizzas. For those 4 crusts, for example, you might mix a can of tomato sauce and a can of Pizza Sauce (or 2 cans tomato sauce). Spread over the dough. Over the sauce scatter 1 cup chopped salami or canned shrimp; a small can of sliced mushrooms, if you like; ½ to ¾ lb. sliced cheese (Mozarrella, if it's to be had). Sprinkle fairly generously with garlic salt and onion salt, lightly with oregano (rubbed between the hands), and thickly with grated Parmesan cheese. Bake 15 to 20 min.., until brown and bubbly.

AMERICAN CHOP SUEY

For this, cut ¾ lb. lean pork or veal into thin strips, and brown it in a little butter or oil. Add ½ cup sliced mushrooms, and cook about 5 min. Next put in 2 medium-sized onions, sliced, and cook a few minutes longer, then add 1½ cups meat stock (or water with 2 bouillon cubes). Cover, and simmer until meat is tender—about 30 min. Add 1 tablesp. soy sauce, and 1 cup sliced celery.

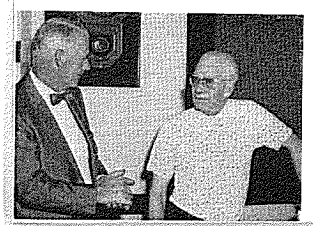
Now, mix a tablespoon of flour with 3 tablespoons warm water, and stir it into the mixture. Cook, stirring, until slightly thickened. Add more seasonings, if needed. Serve on crisp canned fried noodles or on hot steamed rice. Makes enough for 4.



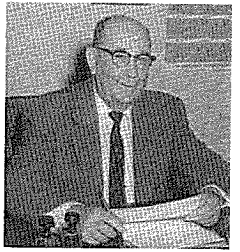
▲ **DAVID CROSBY, signal maintainer on the Portland Division, retired after 39 years' service. Pictured with him here is his proud wife.**



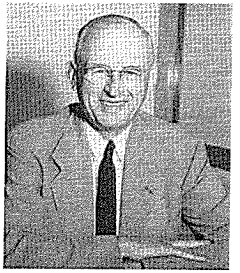
▲ **HONORED at retirement after nearly 50 years with Pacific Fruit Express was Edwin Schottman, left, special accountant San Francisco. Shaking Schottman's hand is Charles Ahern, vice president and general manager, PFE. At right is J. O'Connor, auditor.**



▼ **GOOD LUCK to Wilson Wright, chief clerk to division engineer, Ogden, who retired October 1 after serving our company 46 years.**

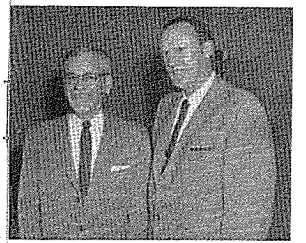


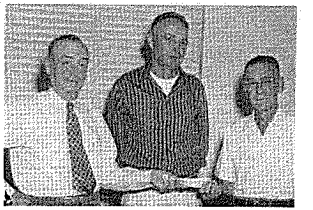
▼ **RETIRING from service after more than 46 years was Arvin Green, office engineer, Signal Engineer's Office, San Francisco. His future plans include a tour of the British Isles with his wife.**



◀ **GROVER C. TIPTON, signal clerk, Rio Grande Division, receives congratulations on his retirement from Superintendent J. H. Long. Grover joined SP in 1920.**

▼ **L. R. NORRIS, left, chief dispatcher at Sparks, retired after 41 years' service. On hand to wish him well on his last day of work was M. A. McIntyre, Salt Lake Division superintendent.**





▲ **IT'S HAPPY RETIREMENT for C. T. Steward, yardman, El Paso, who has completed 42 years' service. L. F. Tadlock, terminal superintendent, presents a gift-check from fellow employes, as Engine Foreman W. H. Walters looks on.**



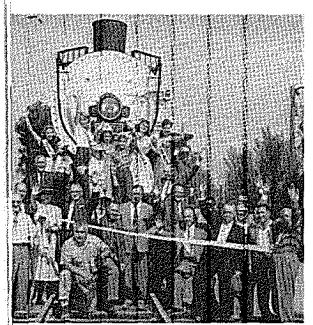
◗ **VINCENT HULL, clerk, Eugene Yard, retired after more than 35 years with SP.**



◖ **BEST WISHES to H. A. (Hap) Hansen, left, chief clerk of the Los Angeles Freight Department, who retired after 47 years with SP; and to Percival (Percy) Albert, accident clerk, Oakland Pier, who retired from service after working 41 years with our company.**

HAPPY YEARS AHEAD are wished for Harry Grogan, left, switchman at the Los Angeles Union Passenger Terminal, who retired after 38 years; Antone Castro, center, watchman, Ferry Service, Western Division, who retired after serving SP 40 years; and Russell Spaulding, traveling motor car mechanic of the Western Division, who retired after 35 years.





Locomotive No. 2479 Given to Santa Clara County Fairgrounds

A DEDICATION ceremony was held September 6 at the Santa Clara County Fairgrounds welcoming a gift from Southern Pacific—Locomotive No. 2479. (See above.)

The 34-year-old iron horse will be a part of the Fairgrounds permanent collection and a source of delight for railfans of all ages.

Presenting the locomotive to the Fair Association president A. L. Christopher and to Chairman of the Santa Clara County Board of Supervisors, Orin Slaght, was R. A. Miller, superintendent of our Coast Division. Many civic leaders and SP officials were present at the ceremony.

In lieu of ribbon-cutting, a 25-foot "railroad ticket" was stretched across the spur track and was broken by old 2479 herself as she was moved into her permanent position.



OTTO (MUIT) NELSON, popular station train clerk at Roseburg, Oregon, retired after 49 years with our company.

LA Celebrates Birthday

LOS ANGELES celebrated her 177th birthday last month. On September 4, gaiety and merry-making in the Old Plaza marked the anniversary of the founding of Los Angeles in 1781 by 44 settlers from Mexico.

A special train, pulled by an old Southern Pacific diamond stacker, brought city officials and other dignitaries into the station for the celebration. The train was a re-enactment of the arrival of the first railroad train in Los Angeles on September 5, 1876.

CONGRATULATIONS to Edward Russell, left, who retired recently as agent at Lebanon, Oregon, after serving SP 38 years; and to Albert Trojan, telegrapher, Portland Division, who retired after more than 35 years. For the past several years "Troj" has served as division chairman of the Order of Railroad Telegraphers.



SP Man Proposes New Flag Design

NOW that Alaska is joining the Union, where on our flag will that 49th star go?

Kenneth L. Frost, an engineer on our Western Division, and part-time artist, has come up with an idea that is causing considerable comment in Washington.

Frost's design for the new flag calls for the stars, 49 of them, to be patterned in the shape of a large star in the upper left hand corner. The stripes remain as they are in the current design.

California Senator William F. Knowland saw a copy of the design and sent it to Anthony T. Lausi, director of the Department of Interior. Lausi notified Frost that he would submit the design to the committee President Eisenhower names to select a pattern for the new flag.

In his new design, Frost hasn't overlooked the probability of Hawaii becoming a state. There is plenty of space in the center of the large star to add a 50th star.

THANKS TO YOU!

Deserving Happy Retirement

COAST DIVISION: **David Bebb**, ticket clerk; **Manuel Caro**, boilermaker helper; **Lewis Diel**, freight carman; **Fred Lunsford**, laborer; **Thomas McEntee**, crossing watchman; **Louis Martinelli**, carmen; **Leo Miller**, signal maintainer.

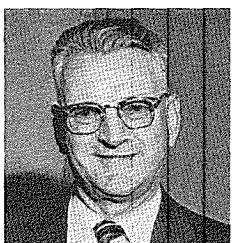
LOS ANGELES DIVISION: **Fred Anderson**, laborer; **William Brady**, conductor; **Joseph Braun**, brakeman; **Doroteo Campos**, track laborer; **Allen Craigmiles**, crossing watchman; **Cordie Fuller**, car inspector; **Juan Garcia**, carman; **William Golson**, conductor; **Erik Johnson**, painter; **Felix Martinez**, laborer; **Washington McGaughey**, assistant cashier; **Jesus Mora**, track laborer; **Earl Myers**, agent-telegrapher.

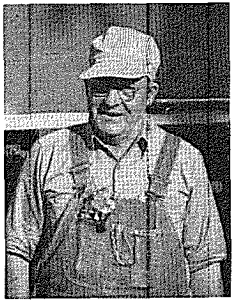
LOS ANGELES SHOPS: **Jesse Jones**, machinist; **Frank Ackerman**, machinist; **Miguel Guido**, sheet metal worker.

PORTLAND DIVISION: **William Barkelew**, brakeman; **Edward Bjorgen**, lead machinist; **Fred Boydston**, conductor; **Paul Ciboci**, laborer; **Joseph Defoe**, machinist helper; **Benjamin Doss, Jr.**, freight carman; **Everett Hane**, engineer; **Robert Johnson**, stationary fireman; **Donald Kilgore**, carman; **Stanford Matheson**, carpenter; **Henry Neighbors**, conductor; **Joseph Nicholson**, conductor; **George Ruiter**, engineer; **Mortimer Simmons**, scrap sorter; **George Smith**, B&B carpenter; **Charles Walker**, conductor; **Elijah Wood**, conductor.

RIO GRANDE DIVISION: **Clarence Aull**, roundhouse foreman; **Fernando Bermudez**, painter; **John Donnelly**, roundhouse foreman; **Clay Fausnacht**, conductor; **Jesus Gomez**, track laborer; **Benito Guerrero**, section laborer; **Estevan Hernandez**, section laborer; **Robert Kelly**, brakeman; **Jesus Martinez**, carman helper; **Cary Miller**, brakeman; **William Norman**, engineer; **Octavio Salcedo**, freight carman (painter); **Henry Stapp**, conductor.

ROBERT PAINE, transportation clerk in the Accounting Department, San Francisco, retired after more than 48 years of railroading. He began his career in Ogden as a clerk in the Operating Department.





EARL MASTERS, engineer on the Shasta Division, was greeted by a large group of friends when he made his last run on the Shasta Daylight after more than 48 years' service with SP.

SACRAMENTO DIVISION: Elmer Albrecht, yardman; Jack Callaway, stevedore loader; Joseph Dalrymple, section foreman; Henry Dathe, water service mechanic; Gustavus Lass, car inspector; Eugene Lyons, engineer; John McCabe, crossing watchman.

SACRAMENTO SHOPS: Gust Anast, freight carman; Frank Caplett, blacksmith; Enrico Del Datto, painter; Albert Doherty, boilermaker; Sydney Holland, heavy fire helper; James Horton, blacksmith helper; Joe Silva, boilermaker; Gilbert Stewart, duplicating machine operator.

SALT LAKE DIVISION: Sinibaldo Benedetti, section laborer; Forest Brown, clerk; Joseph Bugica, machinist helper; Joseph Clark, signalman; Armando Isola, section foreman; John Ruzicka, water service mechanic; Angelo Volpi, section foreman; Herb Walker, carman.

SAN JOAQUIN DIVISION: Edward Battini, blacksmith helper; John Burns, yardman; Joe Eversole, crossing watchman; George Hickernell, clerk; Lawrence Jones, engineer; Willie Leon, shop laborer; David Marion, laborer; John Matthews, telegrapher.

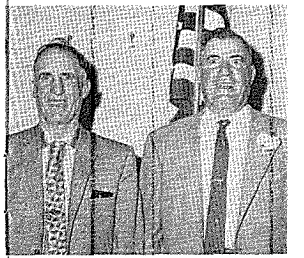
SHASTA DIVISION: Albert Barnett, telegrapher; Julius Bradshaw, clerk; Andres Marin, section laborer; Robert Moran, laborer; LeRoy O'Neil, yardman; Herbert Specht, engineer.

TUCSON DIVISION: Arthur Bedoya, stationary engineer; Ernest Crowell, boilermaker; Gabriel Flores, track laborer; Roy Laskey, clerk; James Powers, engineer; Lewis Townsend, engineer; Pink Willrich, coach cleaner; Charlie Wilson, machinist helper.

WESTERN DIVISION: Carl Anderson, signalman; Chris Berus, freight handler; Antone Castro, watchman; Alvah Dickson, machinist helper; James Ellis, chair car porter; Edward Finnie, clerk; James Gales, boilerwasher helper; John Cardiner, lead carman; John Glavor, carman helper; Milton Goodwin, agent-telegrapher; Nolen Grinstead, redcap porter; Carl Heard, conductor; Edward Houser, conductor; Malcolm Humphrey, car clerk; Harry Johnson, agent-telegrapher; Fred Jones, yardmaster; James Knight, yardman; Rugh MacLean, machinist; Michael Morrisey, section foreman; Charles Rasmussen, engineer; Carl Silcox, yardman; Aaron Simpson, asst. foreman, B&B; Edward Smith, asst. head timekeeper; Billy Steel, telegrapher-clerk; George Trew, clerk; Willie Weeks, supplyman; Howard Wolverton, clerk.

CLOSING a railroad career that spanned 41 years was John Winfrey, special accountant, General Office, who retired last month. His many friends honored him on his last day at work.





IS THIS A RECORD? The Isola brothers served Southern Pacific a combined 100 years and 10 months without a single reportable or any kind of accident in all those years. Vincenzo, left, retired as section foreman at Reno after 50 years, six months, and Armando, with two months less seniority, retired as section foreman at Sparks. An excellent service record, gentlemen.

PACIFIC ELECTRIC: Edward Bellah, trainman; Roy Clary, trainman; Rose Irwin, ticket clerk; Rogelio Reyes, track laborer; Wesley Scranton, towerman; Espiridion Velasco, track laborer; Frank Winder, trainman.

GENERAL OFFICE: Marie S. Von Dreman, clerk, Office of Auditor of Passenger Accounts; Eugene Rebard, chief of special divisions bureau, System Freight Traffic; Leona Dwyddy, asst. chief clerk, accounting dept. typing bureau; Marion Casey, secretary, Engineering, MofW&S.

MISCELLANEOUS: Earl Eddy, relief clerk, Psgr. Traf., Sacramento; Mary Barry, chief laboratory technologist, SP Hospital, San Francisco; Allie Harvey, nurses' aid, SP Hospital, Tucson; Arthur Jackson, bartender, Dining Car Dept.; Jose Ramirez, store deliveryman, Los Angeles General Stores; Harold Smith, section stockman, West Oakland Stores; Frank Joseph Dias, cabinet maker, West Oakland Mill; Doris Herrick, purchase bill clerk, Stationery Stores, West Oakland; Nemecio Torrez, laborer, Wood Preserving Plant, El Paso; Eula Berryman, matron, LAUPT; Edmond Lupien, engineer, SD&AE Ry.

MOVING UP!

Transfers and Promotions

OPERATING: W. M. Jones, to assistant terminal superintendent, with headquarters in Los Angeles; J. R. Powell, to trainmaster, with headquarters in Gila; D. W. Fulk, to trainmaster, with headquarters in Suisun-Fairfield; Wilmer Heffner, to acting trainmaster, with headquarters in Bakersfield; Val Russell, to acting assistant trainmaster, with headquarters at Imlay, Nevada.

ENGINEERING: Rudolph Nagel, to office engineer—signal, with headquarters in San Francisco; M. C. Fulks, to division signal supervisor, with headquarters in El Paso.

TRANSPORTATION: S. J. Sterling, to assistant car service agent—freight, with headquarters in San Francisco.

STORES: D. A. Mount, to general storekeeper, northern district, with headquarters in Sacramento; C. Pine, to general storekeeper, southern district, with headquarters in Los Angeles.

OUR SYMPATHY

Deaths in SP Family

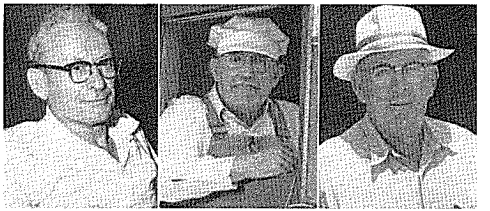
COAST DIVISION: Thomas M. Kelloran, picker; Orlando J. Paglierini, engineer. Pensioners: Louis Bosio, boilermaker helper; Frank Boucher, carpenter helper; Thomas Carroll, crossing watchman; Wilfred Cottrell, stationary clerk; James P. Tice, cashier, freight office.

LOS ANGELES DIVISION: Pensioner: William F. Howe, engineer.

PORTLAND DIVISION: Pensioners: Carl Akin, brakeman; Pasquale Degiovanni,



A. G. GOODRICH, attorney, San Francisco, retired from SP after 37 years' service.



CONGRATULATIONS to John Kehoe, left, agent at Bassett, California, who closed his railroading career after 48 years; to C. T. Barnett, center, engineer, Salt Lake Division, who retired after 39 years' SP service; and to Patrick (Pat) Hopkins, section foreman at Dixon on the Western Division, who retired after 47 years.

machine hand helper; **William Hyde**, freight carman; **Charles Marsh**, laborer; **Max Ruff**, conductor; **Glenn Thayer**, pipefitter; **Lee Zimmerman**, conductor.

RIO GRANDE DIVISION: **John Beauchamp**, warehouse foreman; **Charlotte M. Craig**, telegrapher; **Marselino Gonzales**, carman helper; **Dedrick Wilson**, engineer.

SACRAMENTO DIVISION: **Charles W. Christen**, conductor; **John McLeod Ramsey**, freight carman. Pensioners: **Harry Bell**, engineer; **Charles Hand**, engineer; **Edward Joyce**, yardman; **Silvio Moschini**, machinist helper; **Clare Witham**, machinist.

SACRAMENTO SHOPS: **Harry Henrikson**, blacksmith. Pensioners: **Santo Pasquetti**, machinist; **Tony Radman**, boilermaker; **George Shouse**, painter; **Daniel Steinkamp**, freight carman.

SALT LAKE DIVISION: Pensioners: **Mabel Kelly**, waitress; **Lyle Shepley**, engineer.

SAN JOAQUIN DIVISION: **F. C. Clason**, conductor; **D. W. Waller**, clerk. Pensioners: **James Bryant**, carman helper; **Peter Dames**, section foreman; **Walter Rhyne**, loader; **Patrick O. Stewart**, conductor; **Nels Weinberg**, yardman.

SHASTA DIVISION: Pensioners: **Lowell Grim**, brakeman; **Henry Ristine**, roundhouse laborer.

TUCSON DIVISION: **Samuel Burnett**, yard clerk; **Clarence R. Smith**, Division Car Distributor. Pensioners: **Howard Haage**, general-telegrapher; **John Stratton**, warehouse employe.

WESTERN DIVISION: **Pearl C. Bogardus**, clerk; **Jose B. Maestas**, store laborer. Pensioners: **Joseph Augustin**, yardman; **John Cash**, conductor; **John Foley**, roundhouse foreman; **Henry Schmidt**, engineer; **William Short, Jr.**, electrician supervisor; **John Wood**, cashier.

PACIFIC ELECTRIC: Pensioners: **Alpha Barrett**, clerk; **Joseph Galbavy**, car repairer; **Emil Gehrs**, trainman; **Charles Hallett**, trainman; **Theron Ingraham**, mechanic; **Hiram Ravey**, line foreman; **Luke Strange**, car repairer; **Monroe Wood**, trainman.

HONORED on the occasion of his retirement after 36 years with our company was John Gardiner, lead carman at Mulford, on the Western Division. Shown with him is his proud wife.



GENERAL OFFICE: **Stephen Renovich**, structural designer, Chief Engineer's Office; **Harold F. Kent**, statistician, Auditor of Disbursements Office. Pensioners: **Franklin Spencer**, clerk, Passenger Accounts; **Ernest J. Whisler**, writer, Advertising Dept.

MISCELLANEOUS: **Walter Rawson**, store deliveryman, Pacific Fruit Express, Tucson. Pensioners: **Eduardo Rey**, boilermaker helper, El Paso; **Henderson Davis**, instructing chef, West Oakland; **Arthur Smothers**, dining car waiter, Dining Car Dept.; **John Myers**, telegrapher, Communications Dept., Chicago; **Donald Stuart**, chief consolidation clerk, SP Steamship Lines; **Theodore Dunlap**, flagman, NWP.

BEST WISHES

Marriages

MARRIED: **Alice Flood**, steno-clerk, Mechanical Dept., General Office, to Ted Lorentzen; **Bonnie King**, steno, Land Dept., General Office, to Jack Chavez; **Patricia Adams**, extra clerk, Phoenix, to John Rueger; **Lyle Hunt**, steno, Ogden, to Carl Feeny; **Doris Wirt**, steno-clerk, to **Frank E. Puckett, Jr.**, engineer, both of San Joaquin Division; **Robert Johnson**, clerk, Portland Division, to Maxine Minton; **C. A. Stone**, retired agent, Coast Division, to **Ruth Mannings**, dietician, SP Hospital, San Francisco; **Renzo Chiesa**, water service mechanic, Western Division, to Paola Rossi.

CIGARS, CANDY

Births in Our SP Families

Sons to: **Jose Ibarra**, water service pumper, Western Division; **Eugene Harrison**, engine inspector, Mechanical Dept.; **Earl D. Sweetwyne**, business car chef, Shasta Division; **W. F. Herbert**, asst. engineer, also Shasta Division; **Ray Snider**, clerk, Portland Division.

Daughters to: **Rosemary Andersen**, Land Dept., General Office; **George**, yard clerk, and **Anamary Ametjan**, telephone operator, both San Joaquin Division; **Shirley Cottingen**, shop force receiving clerk, Mechanical Dept., San Francisco; **P. V. McDonald**, check clerk, **Charlotte Moleterno**, extra clerk, **Rosemary Redlinger**, extra clerk, all of Phoenix.

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KEN NIEHANS, *Assistant Editor*

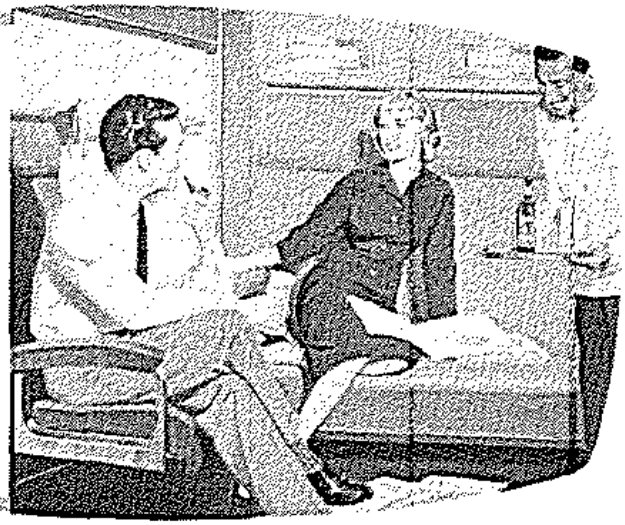
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RELAXED TRAVELERS

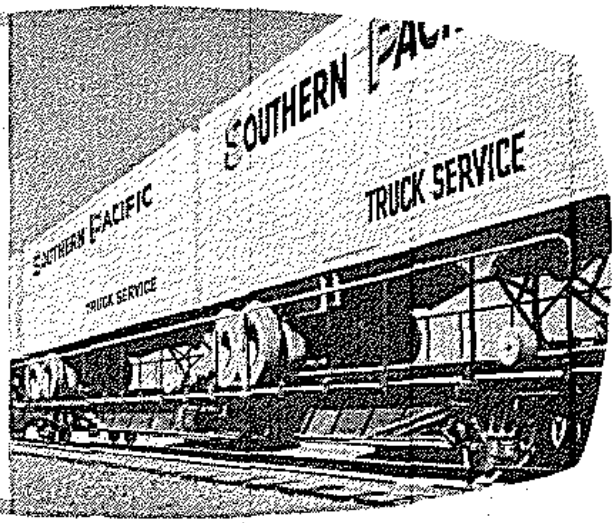
S. P.'s *Sunset Limited* between Los Angeles and New Orleans earns the praise of veteran and first-time traveler alike. Private Pullman rooms, tempting meals in the Audubon Diner, drinks and fun in the French Quarter Lounge, plus attentive service—add up to a most relaxing and thoroughly enjoyable trip. The *Sunset* also has comfortable Chair Car accommodations for budget-minded travelers.





PAMPERED BREW

Beer is a product likely to be temperamental about the kind of ride it gets. It wants a *smooth*, cushiony ride—and that's one reason why beer from many West Coast breweries goes to market by S. P.'s Piggyback. Last year, 72,626 trailer loads of beer and other products moved Piggyback over smooth S. P. rails instead of over the highways.



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